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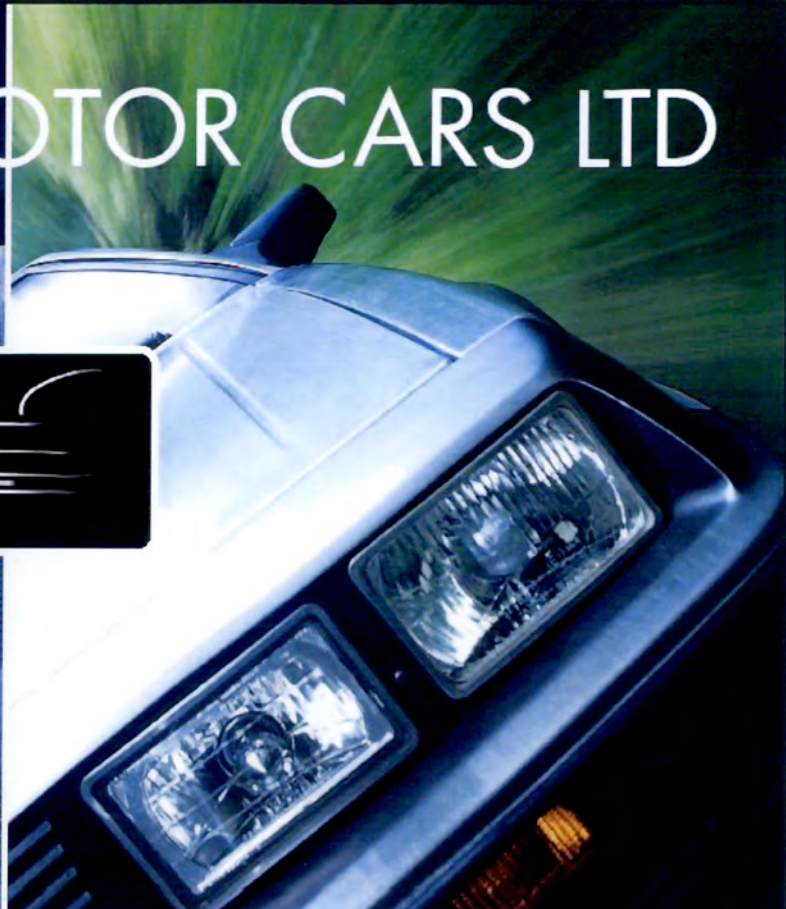
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Vision



Well it's finally here. The last issue of DCS magazine is what you hold in your hands. When we started DCS we felt that the magazine would offer a good alternative to the magazines that were out there and for the most part we succeeded. Many of you jumped at the first volume and we sold well over 600 copies of most of the issues in that volume. Volume 2 was a bit lower but still strong as was Volume 3. Then something happened. The economy, the flooding of the internet with DeLorean information and different chat, web or discussion sites and in the long run the information on DeLoreans became so abundant that the magazine market became a second source where before it was a primary source of information. With fewer than 100 magazines sold in the final volume it was time to let it go.

We hope those of you that purchased the magazine enjoyed what we have tried to do and looking back I am just sorry we did not get into the magazine business earlier.

DCS however will continue to publish articles in the DeLorean World Magazine so look for us in the next issue.

I have been active in the DeLorean community since 1996 when I bought my car from Charles DeLorean in Cleveland. I can still remember how excited I was to purchase the car.

Today I see that same excitement in new owners when they buy or win a car from me so the cycle is complete.

This has been a long haul for me and it has covered some interesting ground as I will highlight later in this magazine as we look back through time on the history of DCS.

For me it's a good time to end the magazine considering that I will be doing only one more show by myself in Florida, then with help in 2014.

At that point I will be turning over the show to someone I will introduce you all to at the next show. It's not a secret but I have yet to publically announce it and will do so in 2012.

The end for me is near and it will be interesting to go back to a normal life. Something that I have not had in over 14 years. I also would not trade it for the world.

Thank all of you that have supported me over the years. This has been a long journey but as any journey goes it must come to an end.

So let's make the next few years the most memorable as I pass the baton so to speak and we move on to the next chapter in DeLorean history.

KEN KORDELLK

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SPRING 2010 / VOLUME FOUR / NUMBER FOUR

magazine



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DELOREAN

Ken Koncelik

The time has come and as the saying goes, "All good things must come to an end."

This is as you should be aware is the last issue of DeLorean Car Show magazine.

For those of you that have not known me for all these years maybe it's time to reflect a bit.

I started with the DeLoreans in 1994 after a bout with chronic fatigue syndrome. I had lost my energy and one of the things the doctors recommended was a hobby. I had not worked on cars for over 20 years because of my work and I thought it might be a good idea to get back into that. Now I rebuild cars from frame up like I did as a teenager.

I found the DeLorean and it became my hobby and more important a way to get myself back into a life that had been missing. My first show was the DOA show in Nashville.

My quest for a DeLorean took me all over the country and my wife Chris supported me. My children were all very young at the time and I had a job that had me in airports daily.

I finally found my DeLorean in 1995, when I purchased it from Charles DeLorean, John's older brother. Since then it has been kept in concours condition and has won many awards. It has taken me to many different cities and countries and I have met some very interesting people. Many of you are still my friends today.

Of course not only did I meet and talk with John but we had dinner or breakfast on a few occasions and I really got to enjoy him. As you know I still cherish my friendship with his daughter Kathryn.

Since 1995 I have owned at least 18 Deloreans and at one time I had 11 at one time.

Seems like I cannot hang on to them as they sold quickly or I gave them away as a raffle car. As a result I needed more space so I bought a building and that led to my changing my career more than one time. During my business travels I have met many of you in many cities across America. Most of you reading this

have met me personally or been to one of the shows. None of this would have been possible without my wife and kids and its time I take time to say thank you to my family especially my wife Chris. Without her, I truly would be lost.

Since getting into the DeLorean I have had three normal Jobs, done medical billing, the cars of course and my real estate. In addition have seen my kids grow up, watched the DeLorean gain in popularity and value. I watched my kids all graduate high school and watched them through college and their work careers. Still not a grandparent yet though we do have hope as Angela is married and Kenny is at this point engaged. Eric is still looking.

As I get older I see my time going into different things but the DeLorean will always be there for me just in a different way. The end of the magazine was more due to economics and the hard time we are in rather than just me or Josh not wanting to do it. My real estate now takes more time than the car show and my business that I now run takes even more time.

In this last issue I just want to thank those that supported me and the magazine and I look forward to seeing you all in 2012 Orlando and ??? in 2014 (my last show)

Thanks for everything,
Ken



John DeLorean & Ken Koncelik at a fundraiser event for John's Nephew Mark DeLorean, who was running for Cuyahoga County (Ohio) Commissioner in 2000.

Josh Haldeman

I've been the art director and assistant editor for DCS Magazine since its inception. My interest in DeLoreans, much like most people my age, goes back to when I was just eight years old, and saw "Back to the Future" for the first time.

The overwhelming sense of awe upon first seeing those sleek stainless steel lines back out of Doc's truck made me insatiably want to know everything there was to know about DeLoreans. I begged and pleaded with my Dad to trade his boring 1985 Honda Accord in for a DeLorean. I checked John DeLorean's autobiography out at the local branch of my library continuously until I had enough money saved up to buy my own copy. I also checked out "Dream Maker" and "Grand Delusions", but was so put off by the negativity of their writing, that I couldn't finish them. I remember thinking to myself, 1. how could anyone not see what an absolutely perfect car this was, and 2. Why didn't everyone see it the way I did?

Over the next thirteen years I drove my family, friends, teachers and classmates completely nuts reciting information I had learned about John DeLorean and the DeLorean Motor Company at the dinner table, on the playground, in my book reports and even just in regular conversation. It was firmly cemented as an obsession that had only one possible cure. I became even more resolute to get one when I caught my Mom telling a friend that this was "just a phase" and that it would pass. This "phase" has been going strong for twenty-five years now, and has no end that I can see.

In 1996 I joined the DeLorean Mailing List, started by James Espey. In 1998 it led me to a man by the name of Frank Karchefski from Columbia, Tennessee. Mr. Karchefski was in the process of getting a divorce and wanted to sell his DeLorean rather than let his soon to be ex-wife get it. I jumped on the opportunity, but unfortunately, as a poor college student attending the Ohio State University, all I could offer was the sea-foam green 1992 Honda Accord that my brother and I owned jointly, as a trade. To my complete amazement, Frank agreed to a trade, plus a small cash sum, and the deal was struck. I was going to be a DeLorean owner! I could not contain my joy. I still can't!

I ended up buying three more DeLoreans over the next few years, one of which was a parts car, and I put everything I had into becoming as involved in the community as I could. I joined the DeLorean owners Association, I began helping Ken with his car show efforts, I eventually became a moderator for the DML, and then a funny thing happened in 2004 at the DeLorean Car Show in Pigeon Forge, Tennessee. I met a girl who liked the "Back to the Future" movies about as much as I liked DeLoreans. We were married in December of 2005, and we honeymooned in Ireland, at the DeLorean factory, during the 25th anniversary celebration of the car there. Unfortunately the marriage didn't work out, but I didn't let that sour me on things with the car. I was elected President of the DeLorean Owners Association in July of 2009, and continue to serve as Vice-President of that venerable group today, helping to put the online registration up for Eurofest 2011, which will take place at the factory next year, and celebrate the 30th anniversary of the beginning of DeLorean Sports Coupe production.

As we take this opportunity to say goodbye to a magazine that has meant so much to me over the years, I choose to look forward, not back, because I see hope for the future of our community everyday. Everytime I meet a new owner, or young enthusiast, I am reminded of why I got into this. Everytime I take a DeLorean out for a spin, I feel young again. Everytime I turn a wrench in an effort to get one of these great cars back on the road I know that despite all the negativity in this world, if something this great can come into existence, even if just for a brief shining moment, then anything is possible in this world.

If you have been a supporter of DCS magazine, you have my heartfelt thanks. I hope I have been able to communicate at least a small part of my passion for these cars and this community through the pages of our magazine over the past seven years, and I hope that at the very least, I've inspired maybe just one enthusiast to take the plunge and make the best automotive investment they will ever make.

See you on the pages of DeLorean World later this month!



Josh Haldeman & VIN 5102

Looking Back at Lexington

When we arrived we parked amongst the shiny stainless wonders scattered throughout the front parking lot. We ran to the front door to keep from getting soaked and saw the cool Delorean/Bricklin display in front of the hotel next to the fountain. It was here that I began taking one of over 250 pictures throughout the next 24 hours. The first person to greet us was Dave Bauerle, who welcomed us to the table that he and other DCO members we had not yet met in person were at, eating breakfast. This turned out to be a silver lining as we made friendships while waiting for the sun to come out. We learned about Al's transmission misfortune and how he overcame it with the help of a fellow DCOer (Dave B). After breakfast we made our way to the registration area greeted by Josh Haldeman and made ourselves official. We then went into the vendor tent, which was still finishing set-up, and checked out all of the cool items that were available along with the Stage III super-charged Delorean and lighted door-sill display from DMCH. We also introduced ourselves to Josh Bengsten and Justin Mettee who had helped me with many questions I had asked on DMCTalk.

Soon after visiting with the vendors, the rain had stopped we made our way outside and started checking out all of the beautiful cars. I was drawn to a BAE turbo car and while looking at it the owner greeted me and started answering my many questions. Finally I looked down at his tag which read, "Marty Maier" and placed the face to the name I had heard so much about; this happened many times throughout the rest of our trip. I recall after that point, it seemed like after talking to one person I was almost immediately greeted by another person, slowly working through the crowd. I talked to all of these people I had never met before like I had known them for years. I have never experienced anything like this before and it became a highlight of the show for me!

"Nikki and I cut through the pouring rain passing overturned and spun-around cars towards Lexington, KY early Saturday morning. But nothing was going to stop us from seeing the Delorean Car Show 2010!"





We then made our way up the hill to the other tent, ducked inside, and checked out more cool cars. Nikki liked the "Mystery Machine," and I began forming many questions while staring at both the stainless and epoxy coated steel rolling chassis that Cliff, Ken, and Josh H. had so graciously brought. Nikki and I then headed back inside the hotel to the DeLorean museum. I really liked the original DMC flag hanging up and Nikki liked seeing JZD's personal effects. I also intended to sit in on the tech sessions but will admit that I felt hurried because I didn't want to miss anything else; there was so much going on! We then headed to the BTTF museum and checked out the pinball machine and BTTF store items that were for sale. Afterwards we decided to go back out front to check out the cars that we had run past during the rain earlier. We walked through nearly every row checking out and taking pictures of all of the Bricklins and DeLoreans. We also enjoyed the personalized license plates and getting an up-close look of the white mansion on the property.



Back towards the show area we watched judges looking over the cars. We also caught up with all of the DCO members that we had met at the DCO May tech day. It seemed like every time we left one area and came back there was always something new to check out! Ken Knowlton introduced us to Kevin Pike who was judging the BTTF cars. We ate lunch under a shade tree and then continued the meet and greet throughout the afternoon. We met Stephen Wynne and Don Steger in the vendor tent and talked "DeLorean horsepower". Nikki and I then saw the Mercedes 300SL Gullwing make its appearance (and a circle of people) while the movie cars were lined up outside of the tent. Inside I was able to have all of my questions answered by Cliff regarding the DeLorean frame construction and operation. Even though it became very hot and humid, the weather never fazed us because we were enjoying the show so

much. Immediately after the outside show was over we had to freshen up and get ready for the banquet dinner; time was flying by too fast! Shannon, Jenette, Jeremy, Elle, Sean, and Heather greeted us and we managed to get a couple of tables together to designate as part of the "DCO section" but were unable to merge with the rowdy DCO group in the back (Dave, Cheryl, and the rest!). Paul Nigh gave his presentation and then dinner was served. Kevin Abato delivered me a fresh "Gullwing Family Portrait" poster due to luck which helped us meet earlier in the day. Before I could get my first bite of the juicy steak, Mike Substelnny called my name up along with others to play the Delorean trivia game. I climbed my way up to second place; my extensive studying had paid off! We then enjoyed Kevin Pike's inside look at BTTF and Bob Gale's story about the BTTF/DMC lawsuit and his infamous Mustang product-placement response. Shortly after, the mini-raffle took place and I won a cooling fan mod kit from DMCNW for my future Delorean. I was also happy to see so many DCO members receiving awards!

During the whole banquet, I will admit I was getting very anxious and I thought I was going to give myself an ulcer. I had been eyeing that raffle car for so long and made the largest financial gamble (and I hardly ever gamble) in my life. My Delorean-ownership itch is 25 years old now. What started as buying a couple of tickets earlier in the year, ended with being swept up by the pandemonium of helping to buy out all of the raffle tickets along with many others nearly a week before the show started. This was combined with my strong desire and passion to win a Delorean that had met every quality I was looking for. Bernie Manderville had a really great car and I wish I





would have had the chance to meet him before his untimely passing. The audience heckled the announcer as he continued to delay the DeLorean raffle in between speakers and segments. I wanted to join in, but maintained my quiet composure. At last the drawing was going to happen! I willed that hand to pull my ticket from the rolling cage, but it was not meant to be.

My heart sunk. At first I wanted to run to the bar, get a good stiff drink, and drown away my blues! Instead I found an outlet and vented the energy by helping to tear down and clean up the stage with the rest of the volunteers and it felt good afterwards. I learned firsthand and in a small dose how much time and effort was really put into getting the show together.

Sunday morning I woke up very early, and not wanting to waste an opportunity, took pictures outside. Once again I met with more welcoming and friendly people, one after another, as they were preparing to leave. Finally, I stood in the silent and vacant show tent, looked around at the beautiful cars and reflected on the first DeLorean Car Show experience I had. The DeLorean is the "vehicle" to which great and long-lasting friendships are made and kept; it's the people that make the show as great as themselves!

I would like to thank Ken Koncelik for making DCS 2010 happen. I would also like to thank all of you who also played a part and helped put everything together and give us memories to keep forever!

— JOSH GUELTHORST





A MATCH MADE IN A DREAM MADE IN *Paradise Ireland*

A few years back, we were sent these photos of a wedding that took place in Hawaii. Apparently, the story goes that as a wedding gift, the bride was given a DeLorean.

We have lost contact with the person who sent us the pictures, and can't confirm that story. Hence we have never published the pictures. However, since this is our last issue, we wanted to share these with you and hope that maybe we can track down the owner and find out about the story behind it. If you're out there, let us know! — Editor





PILOT 21

C O M E S T O O H I O

About six months after the 2006 DeLorean Car Show in Chicago, we were made aware that pilot production car #21 had come on the market. This was the first automatic transmission DeLorean ever made, and was built primarily to test the quality and fit of the Renault product in a DeLorean chassis. It was purchased and quickly brought to Ken Koncelik's warehouse in Cincinnati, Ohio for restoration work to begin.

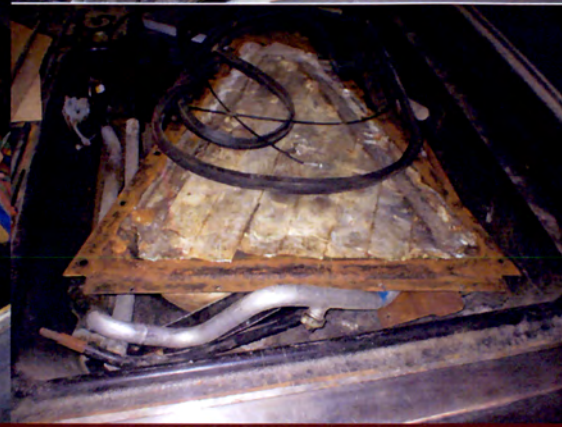
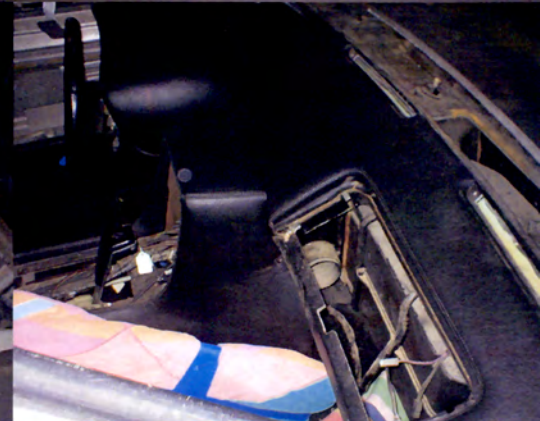
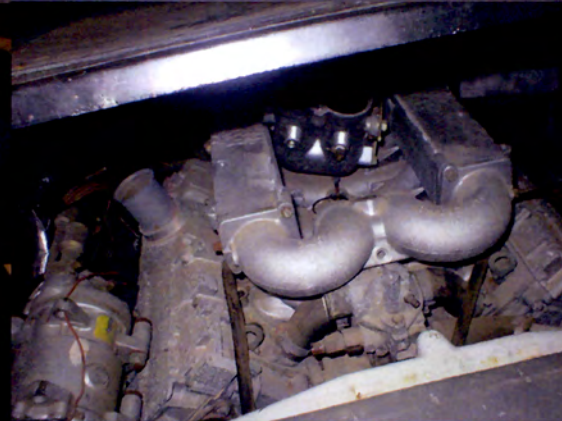
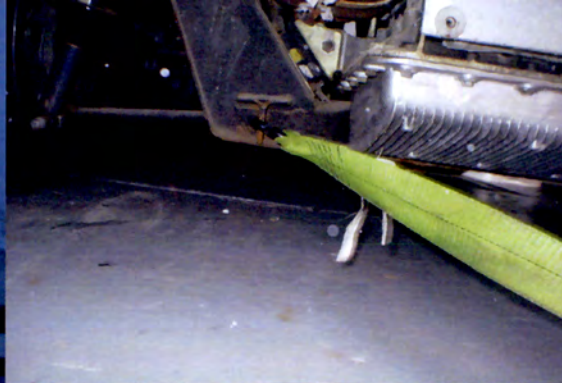
Because this vehicle was a test mule, we discovered quite a few interesting aspects to its construction during the restoration process. There are many parts that are not recognizable as final DeLorean components, including the doors, which were made out of a stainless steel skin over a steel inner skeleton, and allowed for no window consideration at all, sliding or toll booth.

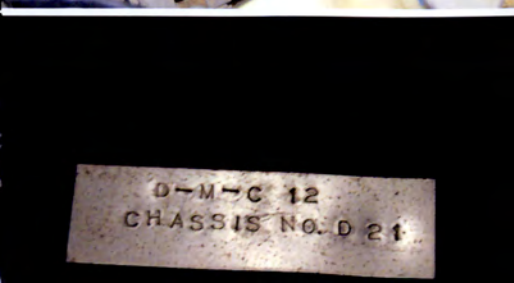
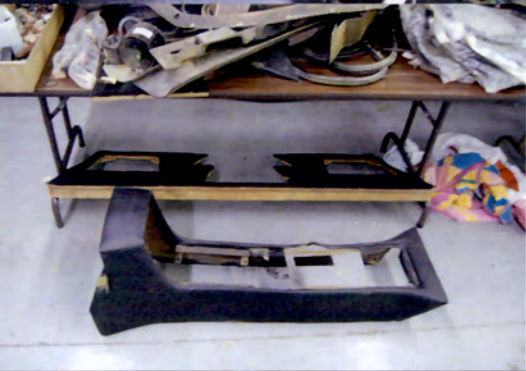
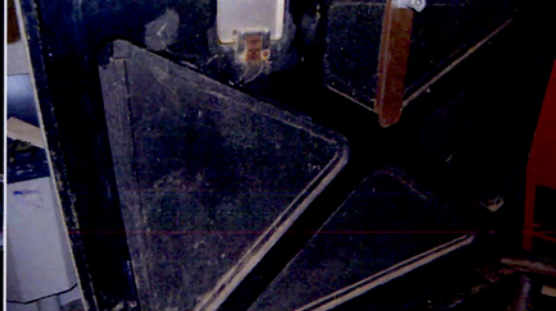
The driver's seat appears to be of production quality, while the passenger seat more closely resembles that of the prototype cars.

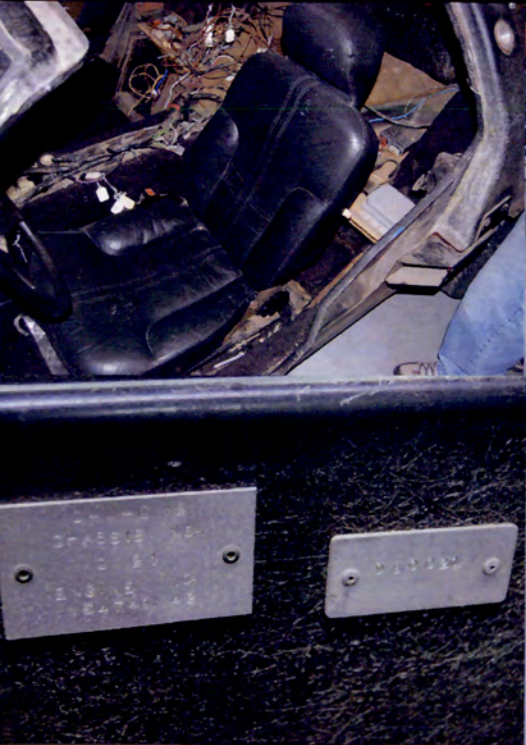
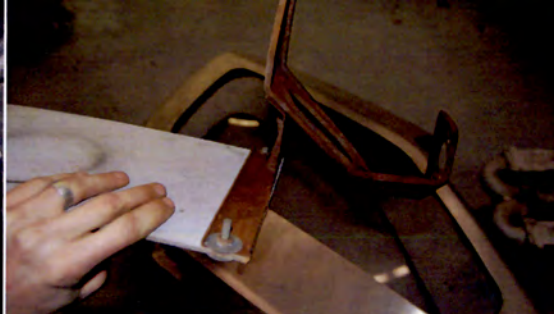
The steering wheel is off of a Renault, and there is no passenger torsion bar installed for the door. There isn't even a hole drilled in the fiberglass for one!

Speaking of fiberglass, the body of the car is covered with scratched in height and width marks, including tolerances, presumably for the design team to make sure that gaps between body panels were minimized once production had begun in earnest.

We could tell from the start that the restoration of Pilot 21 would be unlike any other DeLorean project ever undertaken. It has proven to be exactly that over the past few years, and we wanted to take the opportunity here to document our progress. — JOSH HALDERMAN









ELECTRIC

P R E S E N T I N G T H E E V D M C - 1 2

How we got interested in electric cars

In 1973, Bob was in charge of the "Urban Vehicle Design Competition" for the UIC College of Engineering. The show had 40 cars from engineering schools around the US, including one electric car powered by lead acid batteries. Although it didn't win the competition, it proved itself as a very promising technology that was good for the environment. Bob maintained this interest over the years keeping track of the electric VW buses, AMC Pacers, Datsuns, and especially the GM EV-1s.

DeLorean owners know there is a little Doc Brown in all of us. We understand the ambition to change the world with some new invention or contraption. John DeLorean, for example, had no stubborn loyalty to internal combustion engine technology. In the late seventies, JZD had engineers exploring alternative propulsion methods including steam, natural gas, and bio-diesel. John really was the "token hippie on the 14th floor" of GM, irate at how the oil industry and carmakers colluded to deceive the customer. It's probably one of the reasons JZD left GM to start DMC. While combustion engines continued to enjoy a dominant market share, John saw them as a reluctant "bag of hurt" long before others in the industry did.

In 2005, our family went to see the movie, "Who Killed the Electric Car?" and we left the theater very irate. Ryan challenged our family to build an electric car, because at that time gas prices were over \$4.00 per gallon in Chicago. A year later, we had built the only lithium-ion-battery powered DeLorean in the world.

When you're a custom car enthusiast, you become accustomed to comparing statistics: engine displacement, intake, horsepower, torque, and MPG. With electric cars, the main interests are volts, amps, and amp-hours. It helps to think of an electric car as a giant electric drill that you climb inside of and steer.

The appeal of an Electric Vehicle (EV) is the futuristic feel of the drivetrain, and its whimsical "George Jetson" sound. Add to that the conscience-cleansing absence of tailpipes, and it's clear why EVs always draw a crowd.

The Achilles Heel of an EV is the limited range. As it stands today, converting a DeLorean from gasoline to pure electric drive significantly reduces the utility of the car. To equal the energy stored in just a few gallons of liquid fuel requires installing a trunkful of lead acid or lithium ion batteries.

This reduces enthusiasm for electric cars to a diverse group including hobby engineers, environmental activists, wealthy iconoclasts, and electric power industry employees.

But an EV is remarkably inexpensive to operate. Once you have the battery pack installed, it costs very little to recharge it: less than a dollar per day. This is comparable to paying 60 cents a gallon for gas.

The largest factors affecting the efficiency and driving range of an EV are the terrain and the driver's desire for intense acceleration. If you want spectacular seat-of-your-pants acceleration from an EV, you can get it, but you'll lose up to 50% of driving range in the process. Even the all-electric Tesla Roadster, which boasts a 220-mile range and 0-60 in 3.6 seconds, makes you choose one or the other. Four spectacular launches in the Tesla can deplete more than half of the 50 kilowatt hour (kWh) battery pack.

The Tilley Electric DeLorean

Carl Tilley's team built the first electric DeLorean in 2004. The Tilley Foundation also built an electric Chevy truck, a Pontiac SSE sedan, a speed boat and ATV. These were well engineered vehicles with state of the art equipment at the time. The DeLorean was

the show vehicle so Tilley arranged to publicly test it at the Tennessee speedway in Nashville. The DeLorean reached a maximum speed of 136 mph. This was very impressive considering the car used lead-acid batteries weighing over a thousand pounds.

Similar to the effort to find and restore early DeLoreans, we began a quest to find this piece of DeLorean history and restore Tilley's car. We were able to find out that Tilley had moved from Tennessee to Nebraska. After making contact through a friend, we told Carl Tilley that we were interested in buying his car. Carl said he was interested in selling it. Well, the rest is history. We flew to Nebraska, rented a tow vehicle and drove to Tilley's home.

Tilley's Self Sufficient "Off the Grid" Fully Electric House

Carl Tilley and his wife Kathie (who has MS and is confined to a wheel chair) live comfortably, totally off the electrical supply grid. An idealistic man, Carl has devoted much of his life to developing and installing alternative energy technologies. His house has four solar panels and three small wind turbines on the roof. These completely power his 1500-square foot home and four-car garage. His rooftop system is so effective, it has surplus energy left over, which he uses to recharge numerous electric vehicles.

We spent a day learning the story about the Tilley Foundation. The Tilley Foundation actually built 5 electric vehicles. The DeLorean, a Pontiac SSE, a GM pickup truck, an electric speedboat, and an electric ATV. Ryan got to drive his electric ATV and plug in to the vehicle charging station Tilley installed in his garage.

When we purchased Tilley's car, we could tell he was reluctant to part with it, because it represented a dream he had been trying to achieve for many years.

As a condition of the purchase, we promised to get the car back on the road and upgrade it to current technology.

You can see a video about the Tilley Electric DeLorean on youtube :
<http://www.youtube.com/watch?v=WJCpWkqnX-E>

The Restoration and Upgrade

After towing the car from Nebraska, Bob and Ryan took to task disassembling the Tilley DeLorean and restoring it. We documented its systems and construction. Having seen and ridden in dozens of EV conversions from Chicago to Las Vegas, we can safely say that Tilley's electric cars were built by talented engineers who were able to achieve remarkable performance and efficiency, especially considering how heavy the DeLorean chassis is.

Tilley, like most EV hobbyists, selected lead-acid batteries because of their low up-front cost. Lead-acid is a proven, reliable technology that's easy to diagnose and manage. A typical homebrew lead-acid EV consumes 400-800 watt hours per mile, and Tilley's score was 440 - better than most hobbyist DC systems, but no where near the Tesla Roadster or GM's EV1, which get down to 250 and 150 watt hours per mile, respectively. Of course, these cars use expensive AC drive trains, and more sophisticated battery technology than is currently available to the hobbyist.

Powering the car, Tilley had three lead acid batteries in the bonnet compartment, six on the back parcel shelf, and three more in the rear engine bay.

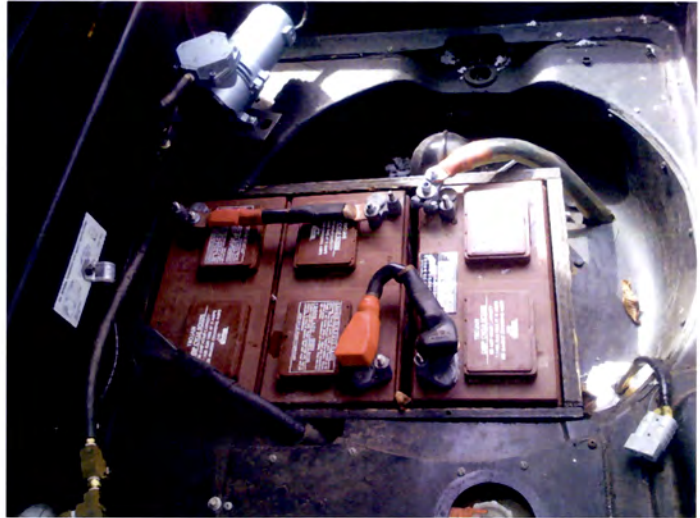
Finally, a motor controller listened to the throttle pedal under the driver's foot, and pulsed up to 600 amps from the batteries through the motor.

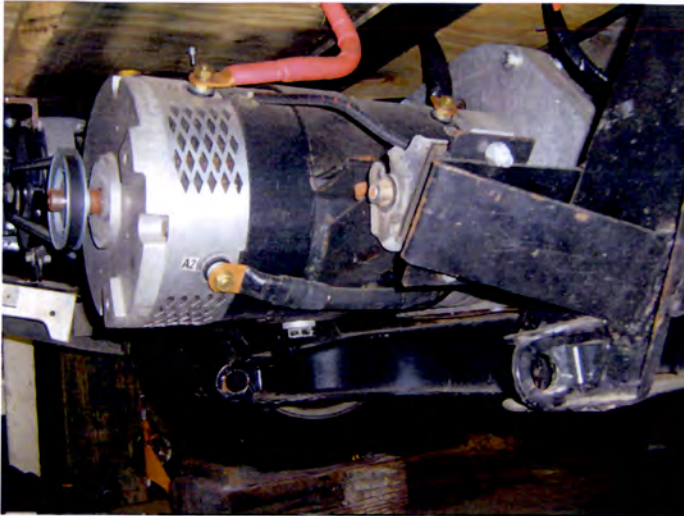
The 2015 DeLorean

However, we felt that a lead-acid EV lacks the futuristic quality DeLoreans have come to embody. We wanted to push the envelope and use the latest technology, which is Lithium-Iron Phosphate cells. This type of lithium battery weighs less, and fits energy in a smaller space. They cost a lot more, but they have the potential to last through up to 10 years of driving.

As a homage to the Back to the Future Time Machine DeLoreans, we decided to call this car the 2015 DeLorean. This model year designation reflected when we thought we would actually completely finish all the technological upgrades to the car. This futuristic title would also reflect the major technology upgrade we planned and update interior finishes.

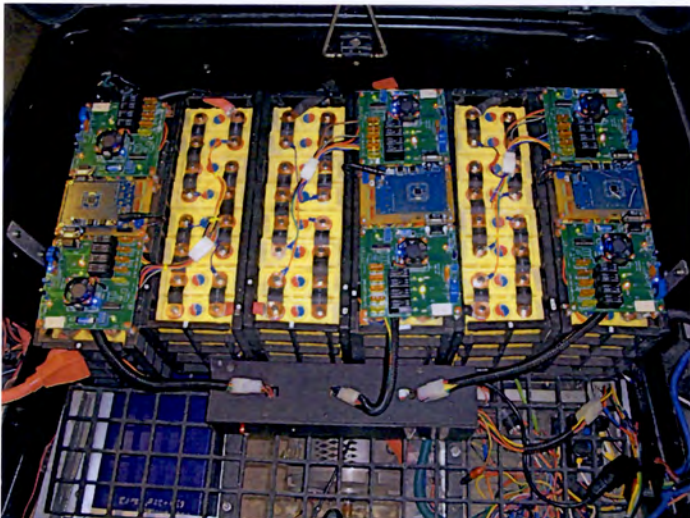
We also wanted to develop a logo consistent with EVs and the DMC font. A friend at an automotive decal company made up some custom





automotive grade emblems. We continue to use the same electric motor Tilley originally installed: a 9-inch FB-4001, capable of putting out horsepower and torque similar to the stock DMC engine. We kept the custom-fabricated motor mounts and the adaptor plate for the DeLorean automatic transmission.

After removing the chassis from the frame, we repainted the frame and overhauled the brakes to reduce their drag on the car. Then the major work started. We wanted to see just how much space was available under the spare tire area, so we cut out the fiberglass floor of the shallow bonnet compartment, and found a huge volume that could be used for storage. We even moved the front brake line behind the rack and pinion so we could install a new bonnet floor directly on top of the frame. The new, deeper bonnet interior is constructed of 1/8 thick fiberglass just like the original bonnet floor. We were able to triple the volume of the bonnet compartment. We could even fit an inflated, full size rear tire in the new bonnet and close the hood.



Since lithium-ion batteries weigh 50% less than lead-acid batteries, we removed many of the cast-iron supports Tilley had installed, and replaced them with a lightweight fiberglass grating.

On top of the fiberglass, we installed a total of 96 lithium-ion batteries. 48 fit in the "engine bay" and another 48 in the "expanded bonnet" area.

Each battery is a little bigger than a VHS tape. They come from ThunderSky, a company based out of Shenzhen, China. This equals 11.4 kilowatt hours (kWh) of stored electrical energy. By comparison, an average household uses about 11.4 kWh every 12 hours, just running a refrigerator, air conditioner, and Plasma TV. With our electric car, we use 11.4 kWh in a single hour, to get about 50 miles of driving range. To get 80+ miles, the electric D would have to weigh less, which would mean ditching the fiberglass chassis for one made from carbon-fiber.



Our plans for the Tilley DeLorean included not only upgrading the batteries, but upgrading the electronics to current state-of-the-art technologies. Ryan designed and installed a custom video dashboard to monitor and display the car's energy consumption in real-time. This helps the driver understand how their usage of the pedal affects the car's efficiency. With the input from this screen, the driver quickly learns to optimize the relationship between acceleration and range to best service their needs.

Battery Management System

Lithium-Iron Phosphate, like all batteries, are sensitive to variances in voltages between cells. This means that any large automotive-scale battery array needs a computerized battery management system, or BMS, to keep the batteries "balanced" and safe.

When we started our conversion, Automotive-scale Lithium BMS

technology was such a new idea that no practical, reliable solution existed on the market. So, we had to design and manufacture our own BMS from scratch.

Even though a good year has now passed, and some BMS solutions are now available for sale, they "cheat" by using unreliable and inefficient shunting techniques. We have yet to find a BMS that approaches battery charging the way ours does, by making efficiency and longevity paramount. The good news is, Lithium batteries can last 10+ years if they are properly maintained, whereas lead-acid cells are only good for 2 years, even under the best of conditions.

Our decision to install and tinker with lithium cells turned into a 12-month R&D experiment, with over 400 hours of work invested in the BMS alone.

We installed the batteries in custom fiberglass cages, which help keep the batteries cool and easier to manage. On top of the cells, we installed our custom BMS computer to regulate charging of the cells.

Interior Upgrades

As part of the futuristic upgrades to the vehicle, we decided to make some interior color and design changes to the car. These included a center console, contrasting interior décor and a 8" video monitor.

Gettysburg Debut

The 2015 DeLorean was sufficiently completed to make its initial appearance at the DeLorean Car Show in 2008 in Gettysburg, Pennsylvania. Dave Delman's lead acid powered electric DeLorean was also on display.

Over a 3 day period, almost 300 people stopped by the cars, listened to the motors run and saw videos about the Tilley DeLorean and other electric cars from the 70s and 80s. The interest in an electric DeLorean was certainly apparent from those in attendance.

UIC Debut and Courses on Electric Vehicles

Since Ryan is a University of Illinois student, we met with the Dean of the College of Engineering and offered to teach a senior engineering design course on the design theory of electric cars. The course covered 2 semesters during the 2008 - 2009 school year. A team of mechanical engineering students designed an injection-molded cage to house 8 lithium-ion batteries, while another team of electrical engineering students designed an LED circuit board that visually displays the state of charge on the batteries.

The 2015 DeLorean and these student designs were displayed at the Senior Engineering Design Expo at the University of Illinois in Chicago



on April 21, 2009. It is ironic that some 35 years after Bob over saw his 1st electric Urban vehicle in 1973 at UIC, that he returned to UIC with his own electric car.

DCS 09 Las Vegas and The Future

The 2015 Electric DeLorean was on display during the DeLorean Car Show 2009 Prelude in Las Vegas. We also gave rides in the electric car to a number of DeLorean owners. You can read more about it at: www.DCS09Prelude.com and www.2015delorean.com

We plan to keep the 2015 Electric DeLorean as a regular driving vehicle when we are in Las Vegas in the future. If you are ever in Las Vegas and want to see the car, feel free to contact us.

We plan to add full-size power windows to the car, similar to the '97 DeLorean Time Machine Bob built. We also have plans for the gas tank space which is still unused. We also plan to further upgrade the binnacle to integrate a total video display for the speedometer, tachometer, and other digital gauges. — **BOB AND RYAN BRANDYS**



THE DCS ARCHIVE

Where could a person find out that while in California having dinner with Johnny and Joanna Carson one night, and appearing on the Merv Griffin show the next; that in between John went to a Kmart and purchased a thirty-nine dollar ninety-nine cent calculator? How could one find out that in a seventy four page prospectus dated 12/22/75 that John thought the key to automotive success in 1976 forward were: aesthetic appeal, outstanding performance, excellent fuel economy, superior reliability, advanced occupant safety, long term corrosion resistance, and reasonable price. He makes a case that his proposed car would beat the competition on all counts, but specifically in corrosion resistance (at this time stainless steel was also considered for the frame as well as the body), aesthetic appeal (outstanding design), and fuel economy (made possible by ERM John's patented light weight high impact material) and that he saw the only competition as being the Corvette, Jaguar, Datsun 280Z, and the Porche 914. Where can one find this information in John's own handwriting? Answer the DeLorean Car Show archive!

In preparation for the Lexington show, I was asked if I would prepare fifteen binders of the most interesting of a "pallet load" of documents in the DCS collection. My first questions were, what is the criteria for "most interesting"? And how is the data organized? The answers to my questions were: You can decide for your self, and the papers are in no particular order! Fortunately Patrick C. had opened boxes and started to digitize

VIN# _____

INSPECTION CHECK LIST

- () 1. Upper and lower ball joints. Torque 7/16 x 20 nuts to 70nm (52ft/lb).
Replace 1/2 x 20 nuts if necessary, and torque to 70nm (52ft/lb).
Note: Remove & discard all castelated nuts & replace with 1/2 x 20 nylock nuts.
Note: Remove & discard all 1/2 x 20 nylock nuts that do not have one thread or more exposed.
- () 2. Inspect lower ball joint snap rings. Install if missing.
- () 3. Inspect steering rack tie rods & replace rack if necessary.
- () 4. Torque tie rod and locknuts to 65nm (48ft/lb). *15mm or 11 ft# nut SP10025*
- () 5. Torque lower control arm pivot bolts/nuts to 80nm (59ft/lb).
- () 6. Torque upper control arm pivot bolts/nuts to 80nm (59ft/lb).
- () 7. Replace stabilizer bar bushings in lower control arms:
 - () A. Install new nylock nuts on stabilizer bar ends. Torque to 70nm (52ft/lb)
 - () B. Install new lock washers and apply loctite to mounting bolts. Torque to 33nm (24ft/lb).
 - () C. Adjust toe-in 3mm (0.12 in.) per wheel.
- () 8. Install front spindle "D" washers on vehicles below VIV #1300.
Torque nut to 190nm (140ft/lb).
- () 9. Install new lock washers and apply loctite to brake master cylinder mounting nuts.
Torque nuts to 25nm (18ft/lb).
Note: Nylock nuts can be used if available.
- () 10. Replace lock washers and apply loctite to rear axle shaft inner/outer bolts.
Torque bolts to 40nm (29ft/lb).
- () 11. Rear trailing arm mounting brackets:
 - () A. Install new lock washers and apply loctite to front bolt.
Torque to 22nm (16ft/lb). This retrofit is required on all cars.
 - () B. Inspect rear bolt/nut. If nut is not a nylock type nut, install new lock washer and apply loctite. Torque bolt/nut to 22nm (16ft/lb).
This retrofit is required on all cars below VIN #860.
- () 12. Inspect throttle linkage for wiring harness interference at engine and under dash. Insure that full throttle micro switch is properly secured.
- () 13. Heater coolant pipe fouling RH trailing arm mounting bracket. Install insulating material if necessary.
- () 14. *Left side* Install new bolts or flat washers on RH bolts securing fuel tank cover plate.
- () 15. Add padding to both center coolant pipes at rear of chassis below accumulator area; If pipes are rubbing on frame.
- () 16. Inspect luggage compartment (hood) stop bumpers. Insure that threads have been sealed to prevent water leaks.

300 9th 1977

Signature _____ Date _____

the documents. I felt that I could not do the project justice unless I could peruse all of the documents and then retrieve specific papers at a later time if selected for inclusion in the binders. In the long run to make this valuable and historic resource available it needed to be assembled into a searchable database. I looked at every document and divided them into categories and then subcategories (which might someday serve as searchable key words). The categories were: 1) Personal Documents, 2) Pre Production Documents, 3) Company Internal Documents – subdivided into A. Administration / Organization related. B. Technical / Mechanical data about the car, 4) Third Party Media Coverage, 5) DMC Promotion or Advertising, 6) Documents related to John's subsidiary companies.

While I could choose what was interesting to me, I wanted to choose from all six categories. The only other criteria I used in selection was: How commonly is this known? I tried to choose information that was in all probability not commonly known by DeLorean owners or even DeLorean historians. Keep in mind many these documents had not been available outside DMC's corporate offices and read by few except for executives inside the company.

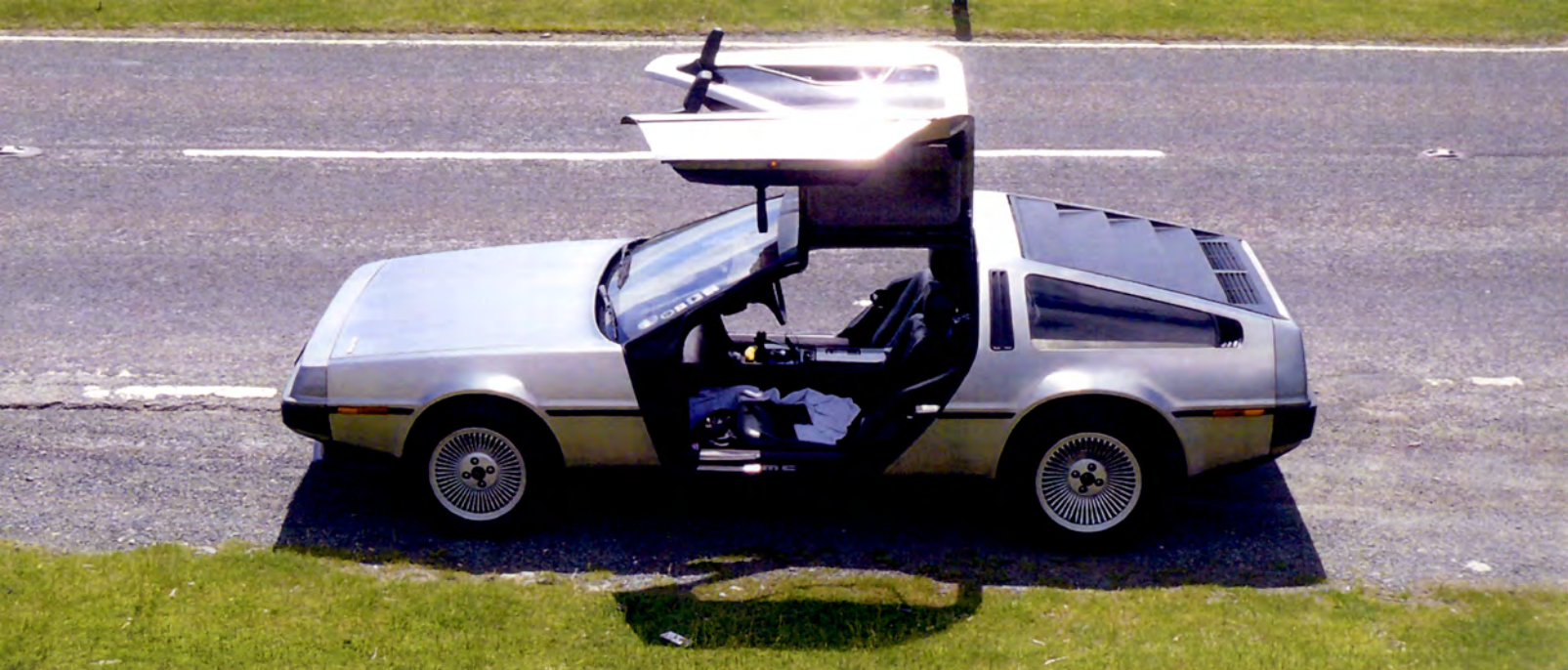
The biggest problem in getting this project completed was my seeming compulsion to continue to read individual documents beyond what was needed to categorize and evaluate them. I was surprisingly engaged with so many documents that I was in danger of never getting through them. I was able to select fifteen binders worth of interesting and hopefully revealing and not commonly know information.

Here are some of my favorite "finds". I found a handwritten list of company cars by Vin number. John drove VIN 1468 and VIN 6107. I enjoyed seeing the vehicle check list forms. As cars arrived at inspection centers a checklist was completed for each car listing work that needed to be completed before they could be sold.

I found a document that lists the VIN on which vehicle changes occurred in production, for example what VIN was the last to have its gas flap cut out. There are pictures of different values of gray being considered for facias. There is a picture of the prototype slide window with masking tape indicating several possible shapes for the retracting window we all know and love.

There are pictures of the cars in the hold of the transporting ship identifiable by Vin number. John's office check log – showing checks written and to whom. There is a Datsun owner's manual modified with paste-in text to illustrate a DeLorean prototype owner's manual. Interoffice memos late in 1982 between executives are especially interesting. The DMC-12 Prototype Summary Evaluation produced by J.D. Powers & Associates is very interesting. It's fun to see the Johnny Carson purchase agreement for 250,000 shares of stock for 500,000 dollars paid in 4 payments. The Archive has copies of the stock certificates and check stubs. There are so many things that are of interest I hope some day can be searched by key word search even owners might be able to enter their VIN and find all references to their own vehicle.

— KENN KNOWLTON



THE DOC VISITS CHIRK

After visiting Ken's DeLorean Car Shows at Chicago and Gettysburg we were somewhat disappointed we could not make the trip across 'The Pond' to Kentucky this summer. This did not mean that there was nothing happening in the DeLorean World in the United Kingdom. The DeLorean Owners Club (UK) had arranged a club get together in North Wales. It was with some trepidation that we set off from home on Friday morning to the DeLorean Owners Club UK event in Chirk. Typically the weather had been awful all week and although the forecast was reasonable we couldn't bear to think of it pouring with rain over the weekend!! You do not have these kinds of problems in Lexington but here in England we always have to consider the likelihood of rain

The journey from our home, North of London in Hertfordshire, up the notorious M1 and M6 motorways was reasonably traffic free for a change but the motorway towards North Wales, the M54, was horrendous with two separate accidents completely blocking both carriageways. To cut a long story short a normal 2¼ hours journey took nearly 4½ hours. It turned out that a number of those traveling to Chirk were also caught up in the chaos. What a great start to the weekend!

On the journey Mary received a telephone call from BBC Radio Wales 'Drive Time' who wanted to interview a club representative about the DeLorean and the DeLorean Owners Club and our weekend in North Wales. They wanted us to be at our base hotel, the Moreton Park Lodge Hotel, by 16.45 to carry out the interview. We made it just in time with Mary giving the interview live on the radio. Unfortunately none of us heard it, so well done Mary, nobody will ever know if your information was correct or not! At least some local people heard it as we did have several visitors to the hotel who had heard the interview and wanted to see the cars.

We were not the first to arrive as several cars were in the car park including our Dutch visitors Welmoed Junker plus Mart and Daisy who were only recently married. Congratulations to them both and well done in bringing their DeLorean to the UK for over a week to tour our country. Now that does take some nerve, to use a DeLorean for honeymoon transport!! DeLorean Car Show attendees will remember Welmoed who is President of the Dutch Club. He gave a presentation at Gettysburg after driving from Texas with his newly acquired black DeLorean

By 19.00 the car park was brimming with DeLoreans and it was

great to meet up with old friends and make new ones. The Moreton Park Lodge Hotel had arranged a private dining room but we all met up in the bar, typical Brits, to begin the weekend. Paul Birks seemed to spend the whole time either behind his video camera or messing around with his computer. All this technology is too confusing for me. Still the outcome of his hard work was fantastic as the Delorean Owners Club (UK) forum has hosted some brilliant videos of the whole weekend. Matt Goodcliffe and Amy have also contributed and I must say I really enjoyed the music which backed their video clips. See <http://www.deloreans.co.uk/forum/viewtopic.php?f=8&t=2911&hilit=chirk&st=art=150>

It was a great family weekend with Claire Usher and Phil Wright with Kes plus Chris and Suzie Williams and Tony and Allison Openshaw with their families.

Saturday morning we all left the Hotel Car Park for a drive from Chirk through Llangollen up into the Horseshoe Pass. Mary and I had sorted out a route but there was one point where we had to cross a very narrow bridge just off the A5 near the famous Llangollen Steam Railway. This is one of the problems selecting routes for car tours in the United Kingdom; some of our roads are barely wide enough for one vehicle and for oncoming traffic to meet a whole convoy of Deloreans would be a major problem. We chanced that the by ways would be devoid of traffic but in the end it was not a problem as half of our convoy missed the turn off onto the minor road and the two halves managed to negotiate the bridge without incident.

The drive in convoy to the Horseshoe Pass was spectacular and a little way from the summit we managed to commandeer a lay-by practically to the exclusion of all other tourists. Still it was a great stopping point with wonderful photo opportunities for everyone. After stopping there for 30 minutes we all progressed further to the top of the pass and the famous Ponderosa Café where we managed to take over a section of the car park. Being on the summit, it was fully exposed to the wind making it a bit chilly but this did not distract from the excellent views. Welmoed entertained all and sundry with his 'Back to the Future' music blaring out across the car park.

Saturday afternoon was left open for people to explore the surrounding area or to return to the hotel and talk cars. Those who were more adventurous visited the Llangollen steam railway or Chirk Castle. There was certainly plenty to do and most people had returned to the hotel in time to cast their vote for the 'peoples' choice' Delorean.

Saturday evening was World Cup football night and the hotel had made plans for hordes of customers only to be inundated with only 8 football enthusiasts in their special World Cup viewing room. We had feared that we would be overwhelmed by football supporters but in the end our evening meal was uninterrupted.

The highlight of the evening was the two guest speakers that joined us. A big thank you to Roger Jarman and Anthony Gough, who were both part of John Delorean's team at Dunmurray, for such an excellent, informative and illustrated talk of their experiences. Roger gave his own views of the input from Lotus; this was particularly informative as it highlighted the different approaches that emanated from the Delorean and Lotus teams. Roger and Anthony's unrehearsed double act was a pleasure to listen to with many amusing tales. They also brought along some interesting documents and photographs never before seen. Also, of course we must not forget the award of the evening for the



'Peoples' Choice Delorean' being presented to Tony Openshaw, he must have bribed everyone the night before, no seriously, well done Tony. When are you going to let someone else win?

Sunday morning was a steady trickle down to breakfast with everyone agreeing that we had had a splendid evening. There was drama on Sunday morning just as we lined up to depart for 'Jones the Boat' yard nr Trevor. Andy Withers right hand drive VIN 12082 registration SIJ 1082 just would not start. It was decided to abandon the car and for him and Binny to hitch a lift to the canal boat trip across the famous Pontcysyllte Aqueduct. What a splendid trip it was with everyone just managing to get onto the narrow boat. For those who are not familiar with narrow boating, the United Kingdom is criss-crossed with a network of canals built during the industrial revolution to transport goods and fuel such as coal across the country. The canals were not particularly wide hence the horse-drawn canal barges were very narrow but up to 58 feet long. The use of the canals for transporting goods finished decades ago but now narrow boating is a very pleasurable stress free form of recreation. I would recommend a few days on a narrow boat to anyone visiting the United Kingdom. The countryside is spectacular and some of the feats of engineering undertaken for the canal construction are unbelievable.

The pace of our boat, about 3 mph was clearly not what Delorean owners are used to, but the stunning views from the Pontcysyllte Aqueduct more than compensated for the lack of speed. The aqueduct, built by Thomas Telford and William Jessop is 1,007 ft (307 m) long, 11 ft (3.4 m) wide and 5.25 ft (1.60 m) deep. It consists of a cast iron trough supported 126 ft (38 m) above the river on iron arched ribs carried on nineteen hollow masonry piers (pillars). Each span is 53 ft (16 m) wide. You can imagine that crossing such a structure with no handrail on the side is something very special some say a little scary! See <http://www.chirk.com/aqueduct.html>

After the boat trip many said their goodbyes and set off on their journeys home. Some of us returned to the hotel and thankfully Andy's car, with help from good friends, was repaired and he was able to drive home.

The weather had managed to remain fine, the hotel were so welcoming, the location had stunning scenery and it had been a fantastic weekend!

Next year we will all be off to Robert Lamrock and the Delorean Owners Association's Eurofest in Belfast and 2012 it is Mickey Mouse! There is more to Deloreans than Deloreans!! — **MARY HOOVER**

I didn't believe it. For days I didn't believe it. My friends and family cautioned me. My coworkers worried for my health and safety as well as my checking account. But slowly I grew more and more confident. Slowly I realized that maybe this isn't a scam. This really could be real, maybe these things really do happen. Then my dad had the keys safe at home and the car in his garage. Then I was sitting in it and driving it around. And it was real.

I am proudly not an ad clicker. I avoid ads almost with a passion. I don't watch TV, and I have never unnecessarily filled out a credit card application. But the tag line "Win A DeLorean!" on a Facebook side ad was all it took to sway me. I couldn't help but click it. I couldn't help but buy a ticket for a raffle. But I still didn't believe it.

Several weeks later, when I had almost forgotten that I had a ticket, I received a call from Ken Koncelik. "Hi, this is Ken from the DeLorean Car Show," and I could only think was "what in the world could he be calling me about?"

I so wanted to believe. He told me he was putting me on speakerphone, and I could feel my heartbeat rising. I could hear the crowd in the background, and I felt light headed. When Ken told me that I won the car, I think I nearly fainted. I really didn't know what to say. In fact, that's what I said. I never win anything. I don't think I ever really expected to win this. But there it was, those words still hanging there, rolling around in my head: "You won this year's raffle." Could it be true?

I have dreamed of having a DeLorean my whole life, and no surprise: Back To The Future was my inspiration. A few years after I was born, Back To The Future hit the silver screen with that stainless steel beauty: the DMC-12. I was enchanted with the story, the philosophy, the zaniness of the movie as a whole. I wanted to be Marty McFly, I wanted to be Doc Brown, and I wanted that car. I watched the movie so much that I literally wore out the video tape we had recorded it on.

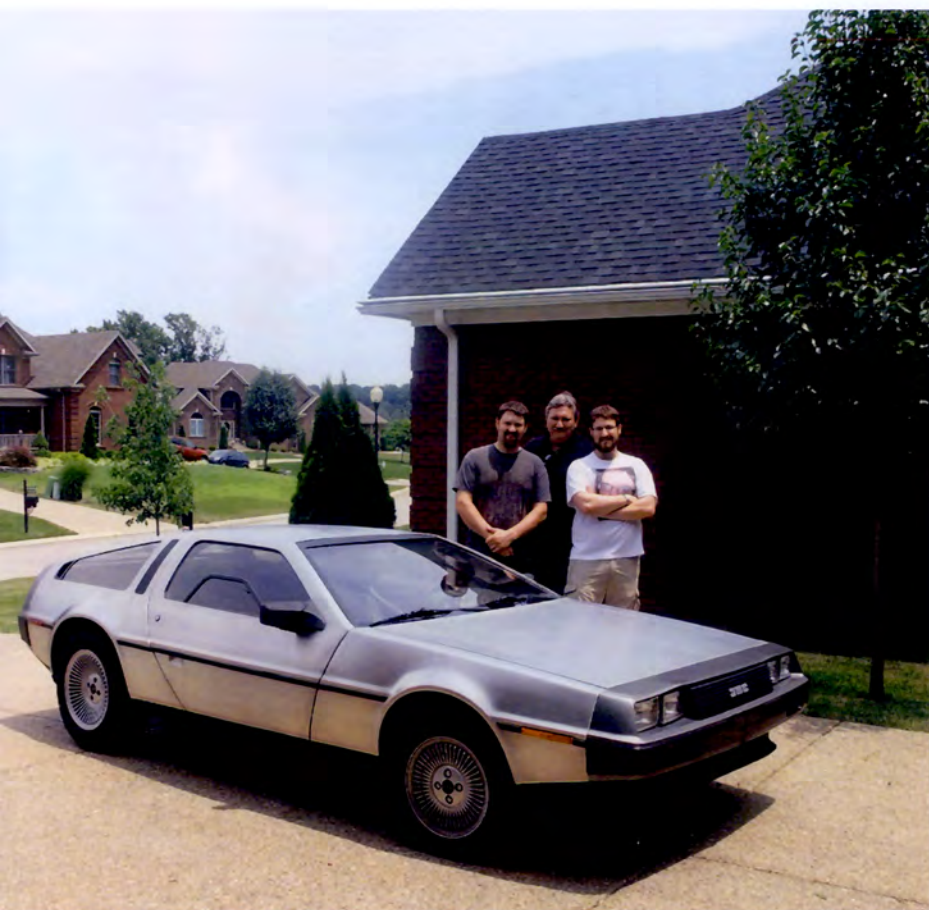
Even before I could drive, I projected the image of a DeLorean onto my toy cars. Every car I played with reminded me at least in some way of a DeLorean. When I became of driving age, my first car was a similar vintage and make: A silver 1984 Volvo 240, complete with leather seats and an underpowered engine, ironically nicknamed The Silver Bullet. The DeLorean was still but a dream.

Last year I was reaching a comfortable point in my life. I was a few years out of college with a solid job, a house, and some expendable income. I had always peeked on CarSoup.com or Craigslist just to see what DeLoreans were out there - what was for sale and for how much. By this point I had seen two of them - though only while driving down the road and from a

2010 Raffle Car Winner

Spencer Bondhus





distance - but I was ready to see one up close, to touch it, to ride it, to drive it. To own it. I called someone local to the Twin Cities with a DMC for sale, and asked if I could swing by for a test drive, but I never did. Though I was almost ready to buy one, I just wasn't quite there yet.

So when I saw the ad on Facebook, I was excited. 1 in 600 odds to win a DeLorean, and for only \$50? I committed. I bought a ticket. And I won. I was completely floored, and I think caught a bit off guard.

My last four cars were Toyota Corollas and Chevrolet Prizms (a Prizm is really the same thing as a Corolla - the most common nameplate in the world, with roughly 35 million sold). The Corolla is a beautiful machine, efficient, small, zippy, simple. But after years of owning them, I was ready to own a more fun car. As a matter of fact, I had just recently told my brother I wanted him to keep an eye out for a fun, different car for me. Looks like I found one!

Once my dad had the car in his garage, my oldest brother (Josh, an expert mechanic, a brilliant man, and a great brother) and I bought tickets to fly down to Kentucky to pick up the car and attempt to drive it home. Needless to say, I was excited.

When my brother and I arrived, and I had my first look at the car, I was overjoyed. We took it for our first spin around the block, and were a bit shocked to find that the battery was draining fast. The alternator belt had snapped mere seconds into our first drive! Thankfully, though, it happened before we left on our long trip home (nearly 800 miles). We replaced the belt, fixed another issue with the passenger side window, and soon enough we were on our way.

What a great way to begin my DeLorean adventures - with a road trip! Having owned so many common or typical cars means I haven't gotten a lot of looks on the road. But the DMC turns heads. Everybody was giving thumbs up, waving, smiling, and taking pictures. At gas stations all the way home, people would compliment me on my car. It was different, but good.

We made it home safe and sound with no more issues. It was relieving to see my car in my garage, trip complete. Even now, it's a pleasure and a surprise to see it sitting there. And I am finally starting to believe that it's real.

It has been truly amazing. An outstanding experience. And I think it will be the beginning of an excellent relationship with the DMC, DCS, and all the rest of the DeLorean following.

- SPENCER BONDHUS

DELOREAN CAR SHOW 2012 ORLANDO, FLORIDA

**June 14-17, 2012 one of my last goals that I set for myself
when DCS was started will finally become a reality.**

**Delorean Car Show, Florida, at the Hilton in Walt Disney
World, Orlando**

For almost 10 years now a show in Florida has been one of my goals and it has always eluded me. We started out trying to have the show at Universal and I flew down there numerous times and met with their planners. We had pricing, location, a studio to hold the show and everything else except a contract.

For some reason the powers that be never came up with a contract for us to sign and over the years Universal became a distant dream. We then tried Disney and they embraced the idea right away! We had a contract in almost no time, but we got into a problem with the car show on Saturday and while both sides wanted it to work out the problem was something we could not overcome and sadly that dream ended as well.

We then pursued the Coronado and for years we worked with a few individuals there. At first we did not have a high enough room count. Finally we had numbers that they accepted but the food costs soared and it was beyond what the show could handle so that also became a dream that ended.

This year, while at the Celebration Car Show in the spring we managed to work out a deal with the Hilton located directly across from Downtown Disney. The two main issues were hotel rooms and food costs.

The Hilton personnel went overboard to assure us they wanted our event and looked at past pricing. They matched the hotel pricing and meals to as close to what we had done before as they could and we agreed on a contract in record time.

The Hilton is a beautiful Hotel Resort on Disney property that gives you full access to all of the Disney amenities including transportation and special Disney hours for you to enjoy the parks and sights.

Shopping is in the hotel and across the street. This Hilton is similar to the Lexington Marriott except it is four times larger. We will have convention space based on room occupancy again so we encourage you to take advantage of the discount they are offering to enjoy one of the Disney resorts.

This show will be done with the support of the local DeLorean Clubs and DMC Florida. All of the major clubs and vendors will be there as will many of the regional clubs. This show as of now will be DeLorean only due to the limited space inside the convention center. It is an indoor event since it usually rains every day in June from about noon to 3PM in the state of Florida.

The Hilton has a great pool, recreation rooms, wifi in the lounge, and they will be offering those that drive a DeLorean special parking. The event details are listed on deloreancarshow.com and will be updated as we get further along in the planning.

For those of you who haven't heard, this is the last show I am doing by myself. As of 2014 I will be handing the reigns of DCS to another DeLorean enthusiast that I will introduce in Florida. We will share DCS 2014 and then he will be taking over DCS. I will continue to provide support and will probably still do things like the vin plates, t-shirts and supply the display cases and A/V equipment but he will take charge of locations, menus and the finances.

DCS Orlando has been a dream of mine since I began DCS in 1996. It has been the one thing that has eluded me over the years and it feels good to have accomplished the one missing piece thanks to the Hilton.

Hope to see you in Florida and thanks for all of your support over the years,

KEN KONECZAK
Senior Trustee
DeLorean Car Show, Inc.



NEW LOWER CONTROL ARM BRACKETS

There are two types of DeLorean owners: those who want to maintain the car exactly as it left the factory, and those who want to modernize the car by maximizing handling and performance. I consider myself in the latter of the two categories.

For the past six months I have been running Ed Uding's lower control arm stabilizer brackets on VIN 1880. I was always impressed with how the DeLorean handled, but there has always been debate about why similar vintage cars (i.e. the Lotus Esprit) handle better. Fortunately, thanks to the various DeLorean forums on the Internet, Mike Loasby was contacted by [DMCTalk username DMCNorway] to gauge his impressions on the LCA design of the DeLorean. Loasby was the Director of Engineering for DMC Ltd, so his understanding of the DMC suspension design is probably better than anyone's. While Loasby praises the front sway bar and lower control arm design in some respects, he explains why handling sometimes suffers:

"...under conditions where the car was braking and travelling over a gentle hump in the road, not enough to cause the suspension to move into 'bump', the rubber bushes where the ARB attached to the lower arm crushed a little allowing the arm to move backwards in relation to the car and enough to turn the positive castor into negative castor, causing the car to feel alarmingly unstable, especially if you were travelling fast!" [http://www.dmctalk.com/showpost.php?p=163296&postcount=123]

Loasby further explains a prototype system he designed to overcome this fault:

"Accordingly I decided to install a bottom wishbone to make the castor angle more-or-less constant throughout the suspension travel. We did it by using two of the existing bottom links 'cut and shut' (cut, fitted and welded together) to form a

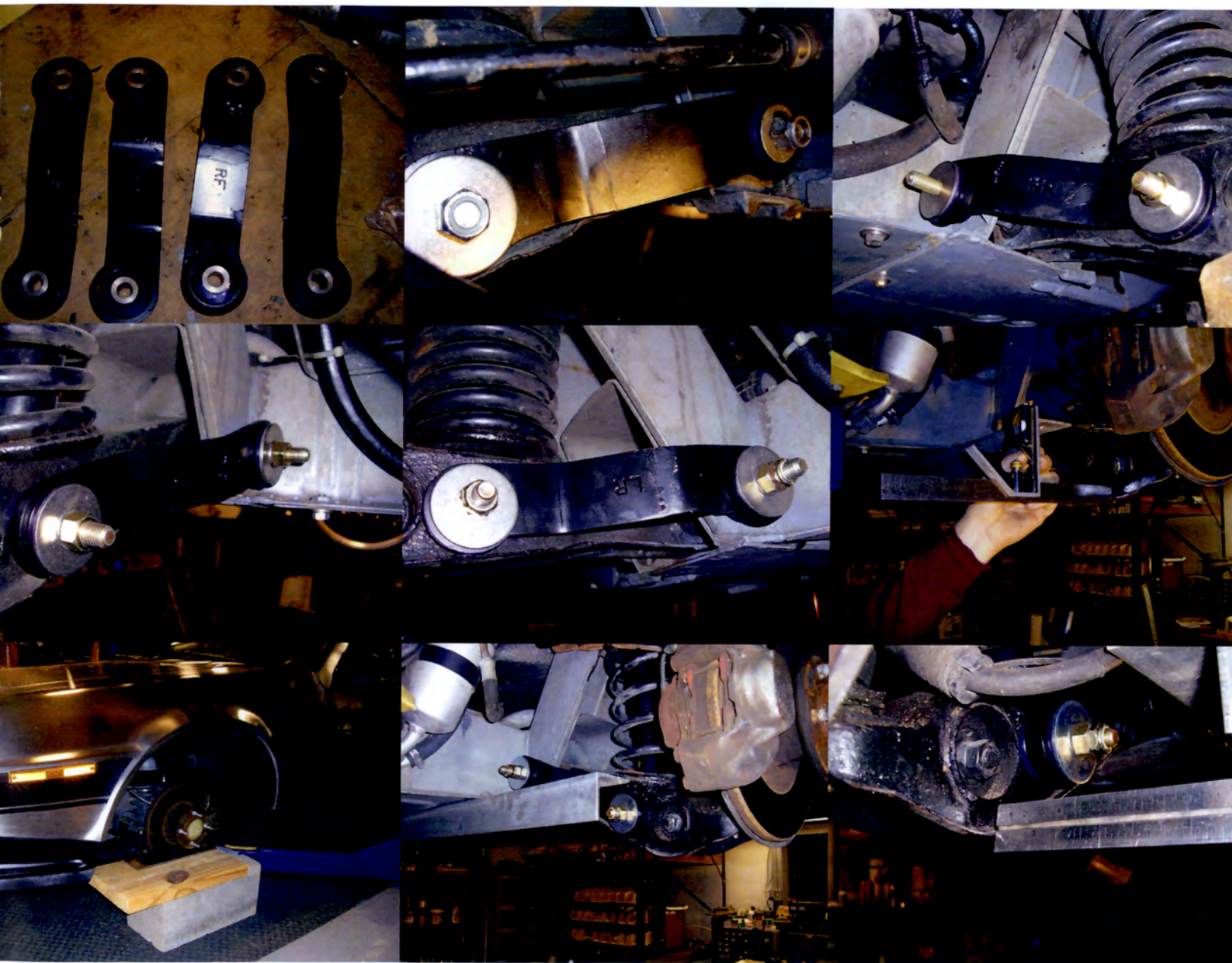
wishbone, and fitted in much the same manner as that illustrated on the web with one arm going in front of the cross-member and the other behind it. This worked very well indeed making the car feel really stable under all conditions." [http://www.dmctalk.com/showpost.php?p=163296&postcount=123]

Ed Uding's kit allows owners to use their existing lower control arms without the need for any cutting or welding. Instead, a strengthening bracket is installed in front of and behind the LCA, limiting the backwards travel of the control arm and preventing the unstable feeling that Loasby describes. Instead of merely throwing on these brackets and seeing how the car handled on the road, Cliff Schmucker and I made many measurements and calculations to see what was really happening to the suspension with the brackets installed.

Cliff Schmucker says, "First the theoretical: if all the sway bar attachment points were solid and the sway bar did not bend, the delta lower control lateral movement = (sway bar arc radius) * (cosine sway bar angle in up position) - (sway bar arc radius) * (cosine sway bar angle in down position) = (41.5cm * cosine 5.5 degrees) - (41.5cm * cosine 16.1 degrees) = 41.3 - 39.9 = 1.4cm = 14mm

Patrick's car with Toby's swaybar bushings as measured = lower control arm lateral delta of 1.5mm after the addition of Ed's LCA brackets = delta of 0.50mm"

--- PATRICK GORLEN





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